



## Transportation Technical Committee Meeting Minutes

Wednesday, April 22, 2026- 1:00 pm

### # 1 Call to Order/ Excused Absences

Ms. Limon called the meeting to order at 1:00 pm, and attendance was taken.

In attendance were:

#### Committee Members:

Pete Fisch  
*City of Airway Heights*  
Dan Ferguson  
*City of Cheney*  
Luke Michaels  
*City of Liberty Lake*  
Inga Note  
*City of Spokane*  
Colin Quinn-Hurst  
*City of Spokane*  
Kevin Picanco  
*City of Spokane*  
Adam Jackson  
*City of Spokane Valley*  
Kristen Armstrong (Alt)  
*City of Spokane Valley*  
Sonny Weathers  
*Small Cities/Towns Rep*  
Brandi Colyar  
*Spokane County*  
Barry Greene  
*Spokane County*  
Jami Hayes  
*Spokane County*  
Margee Chambers  
*Spokane Clean Air*  
Samantha Hennessy  
*SRHD*  
Brian Jennings  
*STA*  
Tara Limon (Chair)  
*STA*  
Glenn Wagemann  
*WSDOT-ER*

#### Absent Members:

Julia Whitford  
*Kalispel Tribe*  
Maria Cullooyah  
*Spokane Tribe*  
Shauna Harshman  
*WSDOT-ER*  
Mike Pea  
*WSDOT-ER*

#### Guests:

Tyler Kimbrell  
*City of Spokane*  
Jennifer Emerson-Martin  
*Iteris*  
Katherine Miller  
*City of Airway Heights*  
Kristen Armstrong  
*City of Spokane Valley*  
Wende Wilber  
*Kittleson & Assoc.*  
TOAVSEA  
Maggie Buckley  
*Jacobs*

#### Staff:

Eve McMenamy  
*Deputy Executive Director*  
Anadia Grier  
*Admin-Exec Coor.*  
David Fletcher  
*Principal Transp. Planner*  
Jason Lien  
*Transp. Planning Manager*  
Ryan Stewart  
*Principal Transp. Planner*  
Michael Redlinger  
*Associate Transp. Planner 3*  
Angela Paparazzo  
*Associate Transp. Planner 1*



## # 2 Public Comments

There were no public comments.

## Member Comments

Members shared updates on current projects within their agencies and regions, as well as general staffing updates.

## Chair Report on SRTC Board Meeting

Ms. Limon gave a brief overview of March's SRTC Board meeting.

## ACTION ITEMS

### # 3 Consent Agenda

- a. February TTC Meeting Minutes

***Mr. Wagemann made a motion to approve the Consent Agenda as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.***

### # 4 CY 2027 Unified List Process & Criteria – Final

Mr. Fletcher presented the proposed Calendar Year 2027 Unified List Project Evaluation Process and Criteria and requested a recommendation for SRTC Board approval. He explained that the Unified List is a strategic tool used to communicate regional transportation priorities to legislators for potential funding and serves as a bridge between the long-range Metropolitan Transportation Plan (Horizon 2050) and the short-range Transportation Improvement Program (TIP). Projects move onto the list once they are ready to pursue funding and are identified as legislative priorities, progressing through phases of initiation, development, and implementation before ultimately moving into the TIP once they have secured full funding.

Mr. Fletcher outlined the annual update process, noting that project submittals will be accepted from May 15 to June 12, followed by SRTC staff review and development of a draft list for August committee meetings. The draft will be presented to the Board in September, with final state and federal lists anticipated for Board approval in October and November, respectively.

He described the evaluation criteria, which are organized into seven categories aligned with SRTC's guiding principles. While criteria have historically been equally weighted, staff are proposing increased emphasis on safety and on operations, maintenance, and preservation, reflecting priorities identified through the Horizon 2050 process, public feedback, and needs analysis.

Updates to the criteria include revisions to economic vitality to incorporate the newly developed regional activity center typology. In operations, maintenance, and preservation, the total possible points are proposed to increase from 30 to 50, with new questions evaluating whether projects improve mobility on corridors with unreliable travel times and whether they



incorporate strategies from the updated congestion management process. Similarly, safety and security criteria would increase from 30 to 50 points, with new questions considering projects located on the High Injury Network and severity-weighted crash rates. Mr. Fletcher also noted a refinement, based on prior Board feedback, to expand the safety criteria to recognize not only standard countermeasures but also other documented strategies that address serious and fatal crashes.

During discussion, members asked clarifying questions about how certain criteria would be applied. One member asked how unreliable travel times would be defined for scoring purposes; Mr. Fletcher explained that the measure would align with federal performance standards, using a Level of Travel Time Reliability (LOTTR) threshold of 1.5 or higher to identify qualifying corridors. Another member asked whether increasing points in certain categories required reducing points elsewhere; Mr. Fletcher clarified that the total point value increased overall, with only the safety and operations maintenance and preservation criteria areas receiving additional weight, while other categories remained unchanged.

Mr. Fletcher concluded by outlining next steps, including returning to the Board in May for approval of the criteria and process, followed by opening the project submittal period and continuing the annual development cycle of the Unified List.

***Mr. Jackson made a motion to recommend Board approval of CY 2027 Unified List Process & Criteria as presented. Ms. Note seconded the motion. The motion was passed unanimously.***

## **# 5 Request to Shift Funding: Contingency List Process and CY 2026 TIP April Amendment Recommendation**

Mr. Stewart presented a request related to the contingency list process and the April TIP amendment, seeking the Transportation Technical Committee's recommendation for retroactive SRTC Board approval. He explained that the amendment includes shifting previously awarded preservation funding—originally allocated to City of Spokane projects that have since secured alternative funding sources—to the next eligible project on the contingency list. This action is consistent with SRTC Policies 4.7 and 6.8.

Mr. Stewart noted that while the next project on the contingency list is the Ray Street grind and overlay project, the City of Spokane requested moving to the following project, the Crestline Street Chip Seal project, because the preceding projects on the list have already been funded through other sources. He confirmed that this adjustment does not skip projects from other jurisdictions and aligns with established criteria, including project readiness, funding eligibility, regional obligation targets, and equitable distribution of funds.

He further explained that the Crestline project will receive \$1.35 million, which reflects the maximum project limit, and that the City anticipates returning approximately \$204,000 of the originally available funding. He reiterated that the April TIP amendment includes adding this project and that retroactive approval is being requested due to the absence of a committee



and board meeting in the prior month.

During discussion, Mr. Jackson asked about the project scope and cost. Mr. Picanco confirmed the chip seal will be applied curb-to-curb, including bike lanes. He explained that the cost estimate may be somewhat high due to uncertainty around the extent of pavement repairs needed. He also noted that urban projects often include additional elements—such as ADA ramp upgrades, pedestrian improvements, and potential stormwater work—which can increase overall costs.

Mr. Picanco added that chip seal projects in urban areas are more complex and less appealing to contractors due to access and traffic constraints, which can further drive up prices. Committee members acknowledged that while chip seal is typically a simple and lower-cost treatment in rural areas, costs are often significantly higher in urban settings.

Mr. Stewart concluded by reiterating the requested action: a recommendation for Board approval of both the contingency list funding shift to the Crestline Street Chip Seal project and the retroactive approval of the April TIP amendment.

***Mr. Jackson made a motion to recommend retroactive Board approval of the CY 2026 TIP April Amendment and Approval of the Contingency List Process to Move Funding to the Crestline St. Chip Seal Project as presented. Ms. Note seconded the motion. The motion was passed unanimously.***

## **# 6 Scope Change: City of Spokane – Sunset Highway Bike Path**

Mr. Stewart introduced a scope change request for the City of Spokane’s Sunset Highway Bike Path project, noting that this item, along with others, falls under the SRTC TIP Guidebook Policy 3.1, which requires Executive Director approval with Transportation Technical Committee (TTC) concurrence. He indicated that the Executive Director has already approved the request and that TTC concurrence is now being sought, with final Board approval to occur later through a TIP amendment.

Mr. Picanco provided an overview of the project and requested a change. He explained that the original project, submitted during the 2018–2020 call for projects, included both the Westerly and Easterly segments and requested full funding for design and construction. However, only partial funding was awarded at that time, covering design. In the 2022 call for projects, the City applied only for the Easterly segment. It was awarded funding for that portion, and the project has since progressed to construction bidding.

Mr. Picanco reported that bids for the Easterly segment came in significantly lower than anticipated, leaving a surplus of available funds. As a result, the City is requesting that the remaining funds be shifted to the Westerly segment, which had previously received design funding but not construction funding. The requested scope change would allow the City to complete construction of the westerly phase and advance the overall project.



***The Transportation Technical Committee concurred with the SRTC Executive Director's approval of the request for a scope change for the City of Spokane's Sunset Highway Bike Path Project.***

## **# 7 Scope Change: City of Cheney – Purchase of Electric Vehicles and Charging Station for Maintenance Fleet**

Mr. Stewart presented a scope change request for the City of Cheney's project to purchase electric vehicles and charging infrastructure for its maintenance fleet. He explained that, similar to the previous item, the request requires Transportation Technical Committee (TTC) concurrence, with Executive Director approval, under SRTC TIP Guidebook Policy 3.1. However, unlike other scope changes, this item will not require a TIP amendment because the project is already fully obligated and no longer included in the TIP or STIP.

Mr. Stewart noted that the original project included the purchase of Ford F-150 Lightning electric pickup trucks and associated charging infrastructure. Due to changes in vehicle availability, those trucks are no longer being manufactured, requiring the City to revise its approach.

Mr. Ferguson explained that after encountering these challenges, the City evaluated alternatives and determined that expanding its use of Utility Task Vehicles (UTVs) would better meet its operational needs. He noted that UTVs have proven effective for routine maintenance tasks such as one-call and meter services, which do not require full-size trucks. By increasing the number of UTVs and adding charging capacity, the City expects to reduce the use of larger vehicles by approximately 30–40 percent during the construction season, resulting in lower emissions and reduced wear and tear on the existing fleet.

Mr. Stewart added that staff reviewed the proposed changes and confirmed that they remain eligible for Carbon Reduction Program funding. He also noted that the City of Cheney is the only jurisdiction in the region eligible for the Small Urban Area allocation of these funds.

***The Transportation Technical Committee concurred with the Executive Director's approval of the scope change for the City of Cheney's Purchase of Electric Vehicles and Charging Station for Maintenance Fleet.***

## **# 8 Scope Change: City of Spokane Valley – Sullivan Rd Preservation Projects**

Mr. Stewart presented a scope change request for the City of Spokane Valley's Sullivan Road Preservation Project, noting that staff and the Executive Director have reviewed the proposal and determined that the revised scope continues to meet the project's original goals and funding requirements. He explained that the request primarily involves modifying the project structure and phasing, and invited City staff to provide additional detail.

Ms. Armstrong described the proposed changes, explaining that the original project limits extend along Sullivan Road from the Spokane River to Kiernan Avenue. However, several intersections and bridge segments were initially excluded due to separate funding



considerations. As part of the scope change, the City is proposing to add some of those previously excluded intersections—specifically Marietta and a portion of Kiernan—back into the project.

She further explained that the primary purpose of the change is to phase construction rather than alter the overall project limits. The project would be split into two phases: Phase 1 would cover the segment from the Union Pacific Railroad Bridge to Kiernan Avenue, while Phase 2 would address the remaining segment closer to the Spokane River. This approach allows the City to coordinate with the planned construction of a nearby ice arena, which will involve related improvements along Sullivan Road. By delaying Phase 2 until after that work is complete, the City can avoid rework and ensure more efficient project delivery.

Ms. Armstrong noted that construction of the ice arena is anticipated for 2026–2027, after which the City plans to complete the second phase with local funds. She also indicated that the scope change includes updating project limits in the STIP to reflect the revised Phase 1 boundaries.

***The Transportation Technical Committee concurred with the Executive Director's approval of the scope change for the City of Spokane Valley's Sullivan Rd Preservation Projects.***

### **# 9 CY 2026-2029 Transportation Improvement Program (TIP) Amendment – May 2026**

Mr. Stewart presented the May 2026 amendment to the 2026–2029 Transportation Improvement Program (TIP), requesting the Transportation Technical Committee's recommendation for Board approval. He noted that this is a routine amendment and includes six changes in total—five amendments to existing projects and one new project.

He explained that the amendment incorporates several previously discussed items, including the addition of the Crestline Street Chip Seal project through the contingency list process, the scope change for the Sullivan Road Preservation Project reflecting its split into phases, and updates to the Sunset Highway Bike Path project. The amendment also includes adjustments to the City of Airway Heights' US Phase 1 Pedestrian and Multimodal Enhancements project, specifically related to funding phasing, as well as updates to WSDOT Eastern Region projects involving ITS cabinet rebuilds at multiple locations.

***Mr. Weathers made a motion to recommend Board approval of the CY 2026-2029 Transportation Improvement Program (TIP) Amendment – May 2026 as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.***

### **# 10 City of Millwood Comprehensive Plan Certification**

Mr. Stewart presented a request for certification of the City of Millwood's Comprehensive Plan Periodic Update, seeking the Transportation Technical Committee's recommendation for SRTC Board approval. He noted that this follows the updated comprehensive plan certification process adopted earlier in the year, which reflects SRTC's responsibilities as the Regional



Transportation Planning Organization under the Washington State Growth Management Act.

Mr. Stewart explained that jurisdictions are required to complete periodic updates to their comprehensive plans by the end of the calendar year, and that the City of Millwood completed and approved its update ahead of schedule in November. Following Board approval of the certification process in January, the City submitted a completed certification checklist, which was included in the meeting packet.

He stated that SRTC staff conducted a detailed review of the materials, including coordination with City staff, and confirmed that the transportation chapter and related elements are consistent with the Regional Transportation Plan, Horizon 2050, and meet applicable requirements under the Growth Management Act and relevant RCWs. He also acknowledged staff contributions to the review process.

***Mr. Jackson made a motion to recommend Board approval of the City of Millwood's Comprehensive Plan Certification as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.***

## INFORMATION AND DISCUSSION ITEMS

### **# 11 Safe Streets and Roads for All (SS4A) Grant Application For FFY 2026**

Mr. Lien presented an overview of the Safe Streets and Roads for All (SS4A) grant opportunity for Federal Fiscal Year 2026, noting that he was presenting in place of Mr. Kloskey. He explained that the program, established under the Bipartisan Infrastructure Law, supports the development and implementation of safety strategies to reduce fatal and serious injury crashes. SRTC has previously secured SS4A funding for a Regional Safety Action Plan, adopted in 2024, and a Safety Education Campaign grant. Additional prior applications included an unsuccessful proposal focused on AI-based near-miss data collection. He noted that the current funding cycle may be the final opportunity under the program, with applications due May 26 and approximately \$1 billion available nationwide.

Mr. Lien explained that funding is available for both planning and demonstration activities, as well as implementation of strategies identified in existing safety action plans. He highlighted key safety priorities, including addressing speeding, distracted and impaired driving, and improving conditions for vulnerable users such as pedestrians and bicyclists. He also referenced public input from the Regional Safety Action Plan, which emphasized the need for improvements, including better lighting, enhanced crossings, sidewalks, and bicycle facilities.

He then introduced a potential concept for SRTC to pursue funding: a regional program to support quick-build or demonstration safety projects. The idea would involve SRTC applying for funding and conducting a call for projects, allowing member agencies to implement temporary, lower-cost improvements—potentially along or near the high-injury network—to test safety strategies before committing to permanent infrastructure. Mr. Lien noted that concerns had already been raised about this approach and invited feedback from the committee, as staff seek to refine a proposal for Board discussion and potential application.



During discussion, committee members expressed concerns about the suitability of quick-build projects for high-speed arterial corridors, noting that such treatments are often more effective on lower-volume streets and may not address the most severe safety issues on the high-injury network. Members also raised considerations related to federal requirements, including environmental review (NEPA), which could limit the feasibility of certain improvements if they involve ground disturbance. Questions were also raised about project delivery logistics, including whether SRTC would act as a pass-through funding entity, how subrecipient agreements would function, and how match requirements and timelines would be managed.

The discussion expanded to include alternative concepts. One suggestion was to revisit the previously proposed AI-based near-miss data collection project. However, staff noted feedback from federal reviewers indicating that data- and camera-based proposals may currently be less competitive. Other ideas included conducting a regional sidewalk inventory and condition assessment, investing in safety-related technology such as speed feedback signs, or supporting supplemental planning efforts. Committee members generally expressed interest in the sidewalk inventory concept, noting its potential regional value and relative ease of implementation, while also acknowledging the need to ensure alignment with program requirements and high-injury network priorities.

Members also discussed potential refinements to the quick-build concept, including focusing on projects adjacent to or supporting the high-injury network, coordinating project selection across jurisdictions, and simplifying implementation by using a shared consultant or limiting the number of projects per agency. Additional considerations included opportunities for shared learning across jurisdictions and the importance of identifying feasible project concepts within the tight application timeline.

Mr. Lien concluded by thanking the committee for the feedback, noting that staff will conduct follow-up discussions with member agencies and continue refining potential project concepts ahead of the Board discussion scheduled for May 14. He reiterated the May 26 application deadline and noted that award announcements are expected in the fall.

## **INFORMATION (NO PRESENTATION)**

### **# 12 Agency Update**

Mr. Fletcher provided an agency update regarding a change in meeting location. He announced that beginning in June, Transportation Technical Committee meetings will be held in the Selkirk Room at the SRTC offices in Suite 500. This change is due to lease terms that will no longer allow use of the current space for committee meetings. He noted that the new room can accommodate in-person attendance and encouraged members to continue attending in person if able.

There being no further business, the meeting was adjourned at 2:19 PM.